

MEETING OF THE

GOODS MOVEMENT TASK FORCE

Wednesday, July 18, 2007 9:30 a.m. – 11:30 a.m.

SCAG Offices 818 West 7th Street, 12th Floor Conference Room San Bernardino Los Angeles, CA 90017 213,236,1800

VIDEO CONFERENCE LOCATION

SCAG Inland Empire Office 3600 Lime Street, Suite 216 Riverside, CA 92501

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Mike Jones at 213.236.1978 or jonesm@scag.ca.gov

Agendas and Minutes for the Goods Movement Task Force are also available at:

http://scag.ca.gov/goodsmove/

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Orange County: Chris Norby, Orange County -Christine Barnes, La Palma - John Beauman, Brea - Lou Bone, Tustin - Debbie Cook, Huntington Beach - Leslie Daigle, Newport Beach - Richard Dixon, Lake Forest - Troy Edgar, Los Alamitos - Paul Glaab, Laguna Niguel -Robert Hernandez, Anaheim - Sharon Quirk, Fullerton

Riverside County: Jeff Stone, Riverside County

- Thomas Buckley, Lake Elsinore - Bonnie Flickinger, Moreno Valley - Ron Loveridge, Riverside - Greg Pettis, Cathedral City - Ron Roberts, Temecula

San Bernardino County: Gary Ovitt, San Bernardino County - Lawrence Dale, Barstow - Paul Eaton, Montdair - Lee Ann Garcia, Grand Terrace - Tim Jasper, Town of Apple Valley - Larry McCallon, Highland - Deborah Robertson, Rialto - Alan Wapner, Ontario

Tribal Government Representative: Andrew Masiel Sr., Pechanga Band of Luiseño Indians

Ventura County: Linda Parks, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Orange County Transportation Authority: Art Brown, Buena Park

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Keith Millhouse, Moorpark

GOODS MOVEMENT TASK FORCE



"Any item listed on the agenda (action or information) may be acted upon at the discretion of the Committee".

1.0 <u>CALL TO ORDER & PLEDGE</u> <u>OF ALLEGIANCE</u>

Hon. Art Brown, Chair

2.0 PUBLIC COMMENT PERIOD

Members of the public desiring to speak on an agenda item or items not on the agenda, but within the purview of this committee, must fill out a speaker's card prior to speaking and submit it to the Staff Assistant. A speaker's card must be turned in before the meeting is called to order. Comments will be limited to three minutes. The Chair may limit the total time for comments to twenty (20) minutes.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

- 4.1 Approval Items
 - 4.1.1 Minutes of May 30, 2007 Meeting
 Attachment

5.0 INFORMATION ITEMS

5.1 <u>Inalnd Port Feasibility Study Phase II Final</u> **Dan Smith, Draft Dan Group p. 12 20 minutes**

Update of Ongoing Efforts for Inland Port Feasibility Study Phase II

5.2 <u>Rail Emissions Reductions Strategies</u> **Tarek Hatata p. 13 15 minutes Attachment** System Metrics

Overview potential emissions reductions strategies related to freight rail.

GOODS MOVEMENT TASK FORCE

AGENDA

5.3 Environmental Mitigation Plan for Goods Movement Study
Attachment

Jeff Ang-Olson, ICF Consulting

pg. 24 20 minutes

Update on the progress of the Environmental Mitigation Plan for Goods Movement Study

6.0 COMMENT PERIOD

7.0 <u>NEXT MEETING</u>

The date of the next Goods Movement Task Force meeting will be June 20, 2007.

8.0 <u>ADJOURNMENT</u>

GOODS MOVEMENT TASK FORCE of the SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 30, 2007 Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE GOODS MOVEMENT TASK FORCE. AN AUDIOCASSETTE TAPE OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Goods Movement Task Force held its meeting at the SCAG office in Los Angeles. The meeting was called to order by the Honorable Art Brown, Chair, City of Buena Park.

Members Present

Baldwin, Harry

Bone, Lou

Brown, Art-Chair

San Gabriel

City of Tustin

City of Buena Park

Catz, Sarah
UC Irvine
Chow, David
IBI Group
Engleberg, Barry
OCTA
Farley, Robert
Farrington, Carl
Forsythe, Kerry
VCTC

Greenwald, Peter South Coast AQMD

Hamrick, Gary Iteris Herrera, Carol SGVCOG

Hicks, Gil Gil Hicks & Assoc.

Martinez, Guillermo POLA

Meo III, DominicMeo & AssociatesMorales, DianeCaltrans District 8Morrissey, SamWilbur Smith & Assoc.O'Brien, TomMetrans/CSULTSPfeffer, NancyNetwork Public Affairs

Rabinov, Desiree Metro

Wade, Kathleen Caltrans Dist. 7

Via Video Conference

Dale, Lawrence City of Barstow Lopez, Rachel City of Barstow

GOODS MOVEMENT TASK FORCE of the SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 30, 2007 Minutes

1.0 CALL TO ORDER

The Hon. Art Brown, Chair, called the meeting to order at 9:36 a.m.

2.0 PUBLIC COMMENT PERIOD

There were no public comments.

3.0 REVIEW and PRIORITIZE AGENDA ITEMS

4.0 CONSENT CALENDAR

4.1 Approval Item

4.1.1 March 21, 2007 Minutes

A MOTION was made to approve the Consent Calendar.
The MOTION was SECONDED and UNAMIOUSLY APPROVED.

5.0 <u>INFORMATION ITEMS</u>

5.1 SB 974 (Lowenthal): Ports Container Fees

Jeffrey Dunn, SCAG, stated that SB 974 was a continuation, or a follow-up on bill from Senator Lowenthal's SB 927, which was passed by the legislature last year and vetoed by the Governor. It is similar but differs in many respects for example, it adds the port of Oakland to the bill and it also adds a \$30 per 20 ft unit fee for containers moving in and out of the ports of L.A., Long Beach, and Oakland. Last year the bill split the money three ways; a third for congestion relief, a third for environmental mitigation, and a third for port security. This year's bill splits the money only between congestion relief and environmental mitigation. Another key difference between this year's bill and last years is the Revenue Bonding Provision. This bill provides for up to five billion dollars of revenue from container fees to be bonded and issued immediately for congestion relief and environmental mitigation. It directs the California Transportation Commission to award projects for congestion relief and it directs CARB to be the entity that allocates funds for environmental mitigation.

GOODS MOVEMENT TASK FORCE of the SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 30, 2007 Minutes

The bill sets up both a Southern California and Northern California congestion mitigation and environmental relief fund. It specifically provides that the money cannot be raided from either of these funds. The bill requires that the CTC gives priority to projects specifically designed to reduce pollution when awarding money for congestion mitigation projects.

SCAG staff is currently reviewing the bill. A position for the agency has not yet been recommended. There are a few potential problems with the bill. The first is the amount of the fee itself. An elasticity study showed that a much higher fee could be supported. Staff would like to see the bill address how the fee amount was calculated. The bill also does not include highway projects and is mainly focused on rail. SCAG would like there to be a greater measure of local control in determining which projects are selected and the priority of the projects. The last potential concern for the bill is that it imposes a double standard upon Southern California that is not implemented upon Northern California because of Southern California's Clean Air Action Plan. The bill is in Senate Appropriations and is schedule to move to the floor on May 31, and it has until June 8 to move out of the First House and has until July 13 to be heard in the Second House Policy Committee. The bill is expected to arrive at the Governor's desk sometime during this session.

5.2 RTP Update – Goods Movement Existing Conditions

Ms. Sarah Catz, UC Irvine, gave an explanation of the existing conditions of the State's Goods Movement Plan. She stated that goods movement issues were not a big concern with the previous RTP.

There are a few main points to be covered:

- Goods movement is a major gateway to international commerce.
- There is currently tremendous freight infrastructure development.
- There is a major role in freight logistics and national, state, and regional economies.
- Existing infrastructure is reaching capacity.
- All projections point to continued robust growth in goods movement volumes.
- There is an associated increase in demand on the transportation system.
- There is growing concern regarding side effects of goods movement.

GOODS MOVEMENT TASK FORCE of the SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 30, 2007 Minutes

There have been a number of various studies that have been completed since the last RTP.

- SR-60 Truck Lane Feasibility Study
- Goods Movement White Paper
- Truck Count Study
- L.A. Inland Empire Railroad Mainland Advanced Planning Study
- Empty Container Study
- Logistics and Distribution
- Phase 1 of Port and Modal Elasticity Study
- I-15 Comprehensive Corridor Study.

Currently under way is the:

- Multi-County and State's Goods Movement Action Plan
- Inland Port Feasibility Study
- Phase 2 of the Port and Modal Elasticity Study
- Environmental Mitigation for Goods Movement
- Alternative Technologies

The main forms of entry of goods to the region that are being covered are ocean carriers, air cargo, railroads, and trucks. Southern California contains the fifth largest container port complex in the world with approximately 40,000 TEUs moving through the ports every day. Over 70% of imports through the ports of L.A. and Long Beach are destined for points outside of Southern California.

Ms. Catz also addressed the impacts of goods movement on trade and trade growth. She went over the various actions that were used to combat issues caused by goods movement. The update states how freight rail will share use with passenger rail along with current train delay and forecasted train delay. The update also illustrates current truck volumes on various freeways and their projected volumes along with daily truck and vehicle miles. The goods movement update also illustrates the economic imperative which improves job opportunities. The update covers the fact that goods movement is a major source of air pollution, the current amounts of pollution caused by goods movement in the South Coast Air Basin, and various measures being taken to reduce port related air pollution. These include the ports of Long Beach and Los Angeles Clean Air Action Plan, The Port of Oakland's Vision 2000 Maritime Development Program, the State Goods Movement Action Plan, and

GOODS MOVEMENT TASK FORCE of the SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 30, 2007 Minutes

the California Air Resources Board Emission Reduction Plan. The update includes funding limitations and opportunities along with other issues. These issues include truck safety concerns, at-grade crossings, security, modal shifts and trends, land use trends and system-wide GM data.

Ms. Catz closed her presentation by stating that as the Goods Movement of the RTP is taking shape, inputs from SCAG and other groups are needed in the next couple of months in hopes to have the draft out by late October.

5.3 Inland Port Feasibility Study

Gary Hamrick, Iteris Inc, stated that the study team is nearing the completion of the Inland Port Feasibility Study and has established the underlying traffic flows, economic factors of potential reductions and truck VMT and emissions. Focus for the final stage of the project is on operating strategies for rail shuttle and terminal sights in the Inland Empire or other areas beyond .

The objectives of the study are:

- Determine the purpose and benefits of an inland port and the various functions it might include.
- Identify the potential utility of an inland port to users and stakeholders in the goods movement system.
- Identify the potential freight traffic congestion relief.

The team looked at twenty nine case studies of what might be called inland port concept. The two that showed the most promise for the SCAG region were the Logistics Park concept and the Satellite Marine Terminal Modals. The Logistics Park approach similar to Alliance, Texas, uses a core of transportation and logistics facilities which would encourage adjacent development of distribution centers primarily and other types of truck trip generators. It's a long term strategy and it would with land use to help rationalize goods movement strategies. The Satellite Marine Terminal approach links the inland port, similar to the Virginia Inland Port, to a specific sea port. This would be a single purpose facility designed to serve an existing customer base rather than future land uses and function as an extension, in this case in the ports of L.A. and Long Beach Marine Terminal. The two different types have different functions and site requirements. The Satellite Marine Terminal needs to be close to existing customers. The Logistics Park needs to influence future land uses, a site is needed in a developing area. The major issues to be

GOODS MOVEMENT TASK FORCE of the SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 30, 2007 Minutes

addressed are: market potential, public vs. private development priorities, rail capacity and traffic volume, and competition with other public and private initiatives.

The Southern California Logistics Airport in Victorville is an obvious candidate for the logistics park approach. It is currently being developed as a logistics park but still has a lot of potential for new trip generators. The City of Barstow also shows potential for a logistics park sight. Barstow has identified an appropriate site for rail inter-modal terminal that could become the nucleus of logistic related development. Barstow would also be a logical site if wanted to pursue an agile port strategy, call for port terminals to load as much as possible on rail with a minimum of sorting at the port location. The sorting would then take place at the inland point, such as Barstow. This approach would trade additional handling and cost for increased marine terminal through-put. Antelope Valley is being considered as a long term possibility for the inland port concept. The Antelope Valley has rail service and developable land, but is handicapped by geography, being off the major truck routes, and is not well located for near-term distribution functions.

The Satellite Marine Terminal approach is intended to replace existing truck trips, reduce existing truck VMT, and serve existing customers with an inter-modal alternative. The model would reduce truck VMT via an inter-modal rail shuttle. The major issues to be addressed are: rail and terminal capacity, commercial acceptance, and public investment and study. The Mira Loma concentration of distribution centers and other customers is the key near-term target market to reduce VMT. There are also a few larger sites; they are Colton, SBIA, and SCLA. The MMA model demonstrates substantial VMT reductions for the Colton and SBIA locations, and modest reductions for the SCLA location. To complete the project site selection, analysis will be continued and a draft report will be released next month.

5.4 High Speed Rail Transport System

David Chow, IBI Group, stated that the High Speed Regional Transport System has reached a point where there is necessity for the development of a Business Plan for the system. Southern California has three major transportation challenges including regional mobility, aviation demand, and goods movement. All three of these challenges are met by the implementation of a High Speed Rail Transport System.

GOODS MOVEMENT TASK FORCE of the SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 30, 2007 Minutes

The HSRT System has the following features:

- Fully elevated system over existing public transportation corridors
- Use of high-speed, high-capacity trains traveling at speeds up to 250 m.p.h
- 170 mile system linking L.A. core with strategic locations outside of the basin
- Financially self-sustaining project
- Ability to link the capacity in the region together and get better value from infrastructure investments
- Environmentally friendly mode of transport

There are three primary core businesses to the HSRT proposal. In regards to the transportation of passengers, the revenue derived from the transportation of passengers and associated businesses will be collected. Revenues include commuter fares, station parking, station concessions, etc. The Aviation System will also be supported. There will be revenue produced from airport access and connecting passengers. There will be a reduction in airport infrastructure needs and costs. There will also be FAA participation opportunities. Goods movement will be supported through the HSRT System. There will be revenue generated from goods movement fees along with an enhancement of capacity to handle goods in the region. There is a substitute for significant environmental mitigation requirements in the region.

In conclusion the HSRT system is a financially competitive and viable solution for the following problems in the region. The regional problems are eminent and strategically critical to the nation and the region. The problems can only be resolved from a regional prospective. Incremental and partial solutions will not work. The challenges must be solved on a financially viable basis, otherwise it will be too costly. HSRT is viable through multiple uses and competitive with today's cost and significantly less than future costs with the ability to be financially robust. HSRT can be implemented in stages, becoming more viable as additional lines and greater regional connectivity is achieved.

5.0 STAFF REPORT

GOODS MOVEMENT TASK FORCE of the SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS

May 30, 2007 Minutes

6.0 <u>COMMENT PERIOD</u>

Hon. Art Brown announced that on Friday, June 8th, the Orange County Mayor's Summit would be held at the Bower's Museum in Santa Ana. There will be panel on Goods Movement from 10:15 - 11:30 a.m. A representative from Senator Lowenthal's office will be on the panel.

7.0 <u>ADJOURNMENT</u>

Hon. Art Brown adjourned the meeting at 11:25 a.m.

The next committee meeting will be held on Wednesday, July 18, 2007 at the SCAG office in Los Angeles.

REPORT

DATE: July 18, 2007

TO: Goods Movement Task Force

FROM: Mike Jones, SCAG Staff, (213) 236-1978, jonesm@scag.ca.gov

SUBJECT: Inland Port Feasibility study

BACKGROUND:

In 2005, SCAG retained the Tioga Group to perform the Inland Port Feasibility study. An inland port facility offers broad potential benefits in facilitating goods movement, encouraging economic development, reducing traffic congestion, and otherwise promoting regional objectives of the 2004 Regional Transportation Plan. The objective of the study is to determine which of these benefits can be realized, in which kinds of facilities, and at which sites.

Mr. Dan Smith of the Tioga Group will provide a presentation on continuing work related to site search and analysis, discussions with railroads outlining potential operations and terms, and contacts with potential customers to gauge interest in an inland port facility.







SCAG Inland Port Study Objectives

- Determine the purpose and benefits of an Inland Port and the various functions it might include
- Identify the potential utility of an Inland Port to users and stakeholders in the goods movement system
- Identify the potential freight traffic congestion relief





Summary Findings

An Inland Port/Rail Shuttle combination...

- is technically and economically feasible.
- ... can reduce net VMT and highway congestion.
- ... could reduce net emissions, depending on truck/rail tradeoffs and technologies.
- ... can favorably influence land use patterns.
- ... is likely to be cost-effective in comparison with other congestion relief options.

But the combination will require...

- ... securing sites in the Inland Empire and elsewhere.
- ... a permanent operating subsidy of \$100+ per container.
- ... port-area rail upgrades.
- ... public investment to maintain mainline rail capacity.



Feasibility: The "Commuter" Shuttle Concept

Original Concept

- PHL switching at ports
- Large, conventional inland terminal
- Third-party terminal operations
- UP or BNSF operation
- Operating subsidy

Problems

- No place for large inland terminal
- Institutional and economic barriers to UP or BNSF commitments
- Rail capacity shortfall

"Commuter" Concept

- PHL switching at ports
- Small commuter-style inland terminal – or terminals
- Third-party terminal operations
- UP or BNSF operation with subsidy
- UP or BNSF establish operating windows
- Public capital investment to maintain required capacity with shared use and benefits



Using the Commuter Rail Model

Basing a rail intermodal shuttle on the commuter model may be the best way to serve an inland port.

- Public agencies are comfortable with commuter/regional rail operations and economics.
- Both Class 1 railroads cooperate with commuter and regional rail operations in multiple locations.
- Railroads make a fixed number of operating "windows" available
- Sponsor agencies develop stations and administer subsidies
- Sponsor agencies invest in line capacity, and benefits are shared



VMT Reductions

MMA model demonstrates substantial VMT reductions for sites serving Mira Loma.

Year 2005

ij		VMT Estimates				Difference			Percent Difference		
	Year 2005	Without Inland Port	Colton	SBIA	SCLA	Colton	SBIA	SCLA	Colton	SBIA	SCLA
I	AM Peak Hour	126,465	120,302	121,236	125,993	(6,163)	(5,229)	(472)	-4.87%	-4.13%	-0.37%
	MD Peak Hour	190,198	180,811	182,178	189,268	(9,387)	(8,020)	(930)	-4.94%	-4.22%	-0.49%
	PM Peak Hour	119,825	114,180	115,103	119,434	(5,645)	(4,722)	(391)	-4.71%	-3.94%	-0.33%
	AADT*	1,865,333	1,774,756	1,788,534	1,857,671	(90,577)	(76,799)	(7,662)	-4.86%	-4.12%	-0.41%

^{*} AM, MD, and PM Peak Hours are 23.4 percent of daily port trips in 2005

Year 2010

		VMT Estimates				Difference			Percent Difference		
1	Year 2010	Without Inland Port	Colton	SBIA	SCLA	Colton	SBIA	SCLA	Colton	SBIA	SCLA
į	AM Peak Hour	162,263	155,130	156,103	161,183	(7,133)	(6,160)	(1,080)	-4.40%	-3.80%	-0.67%
	MD Peak Hour	222,142	211,746	213,348	221,154	(10,396)	(8,794)	(988)	-4.68%	-3.96%	-0.44%
	PM Peak Hour	134,115	128,039	128,943	133,418	(6,076)	(5,172)	(697)	-4.53%	-3.86%	-0.52%
	AADT	2,541,765	2,426,054	2,443,108	2,528,211	(115,711)	(98,657)	(13,554)	-4.55%	-3.88%	-0.53%

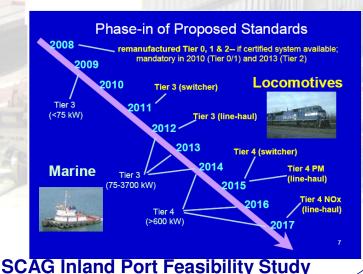
^{*} AM, MD, and PM Peak Hours are projected to be 20.4 percent of daily port trips in 2010



Emissions Reduction Potential

The emissions reduction potential depends on truck/rail tradeoffs and technologies.

- Rail distance from the Ports to Mira Loma is about 64 miles, about the same as by highway.
- Port-area switching tends to increase rail emissions.
- New "Tier 2" locomotives (eventually Tier 4) drastically reduce locomotive emissions.
- 2007 and 2010 standards will also reduce truck emissions.





THE TIOGA GROUP

Cost-effectiveness Comparison

- Metrolink's farebox recovery ratio is about 44.4%
- Metrolink diverts 24,000 weekday auto trips averaging 36 miles each at an annual operating subsidy cost of \$75 million.
- The subsidy for Metrolink averages about \$.35 per automile diverted.
- In congested conditions a heavy-duty drayage tractor and container on chassis is the equivalent of about 4 autos.
- For the 76 truck VMT diverted on an Inland Empire round trip, an equivalent rail shuttle subsidy would be about \$106 per container.

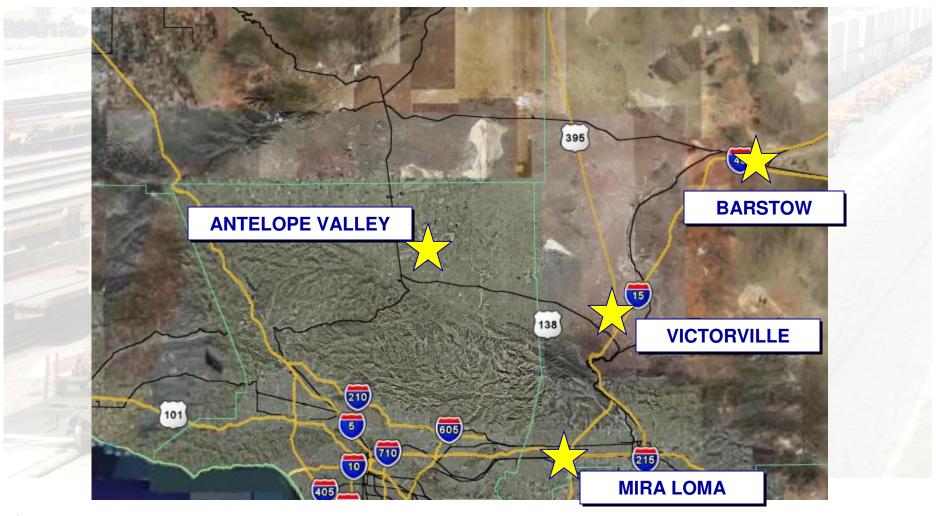


Securing Terminal Sites

- Mira Loma in the Inland Empire is the biggest near-term target market, but the few available terminal sites could disappear quickly.
- Barstow or Victorville are candidates for longer-term logistics park development – both should be monitored.
 - BNSF may develop an intermodal terminal in Victorville.
 - Barstow has available terminal sites.
- Other sites such as the Antelope Valley might emerge in the long term if port-linked distribution centers develop there.

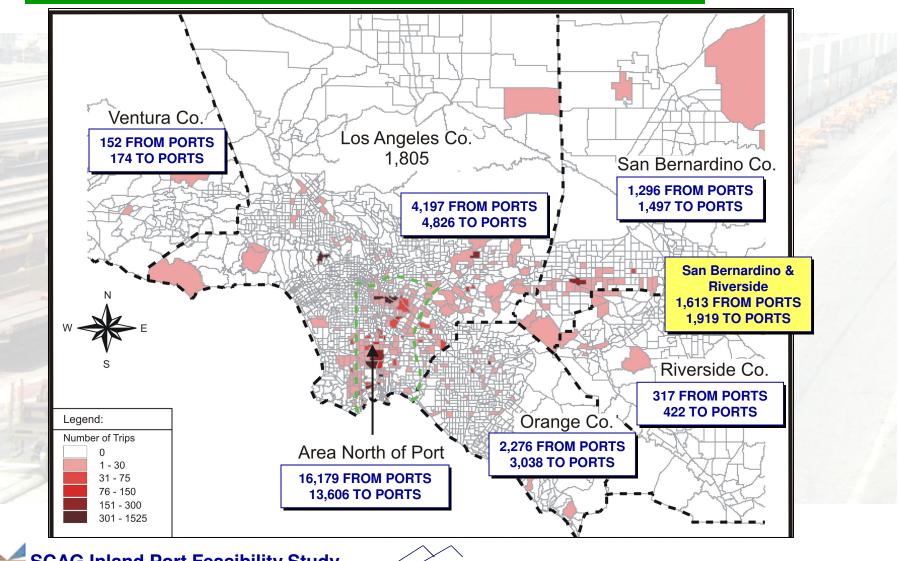


Near-Term and Long-Term Sites



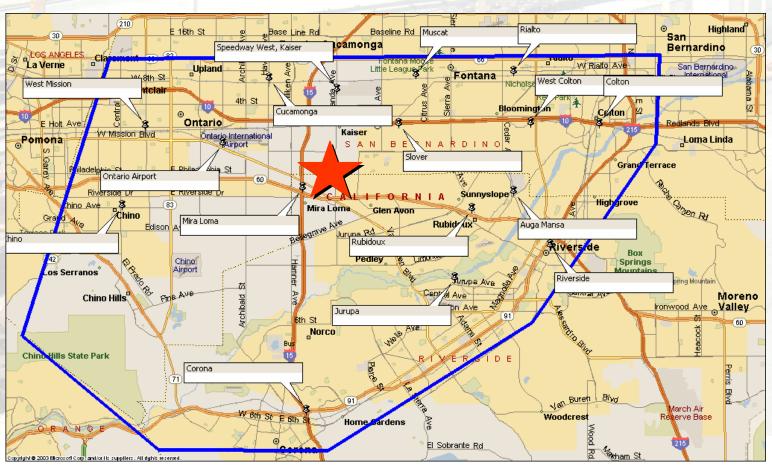


Current Markets: Daily 2005 Trips



"Commuter-sized" Terminal Sites Do Exist

Sites with rail access in 16 industrial areas were considered



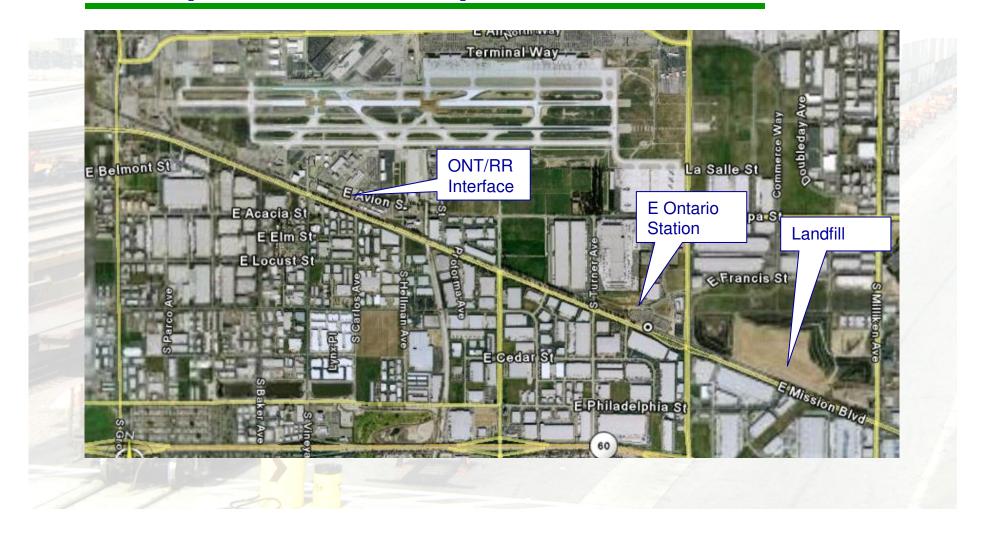




Example: Mira Loma Industrial Area

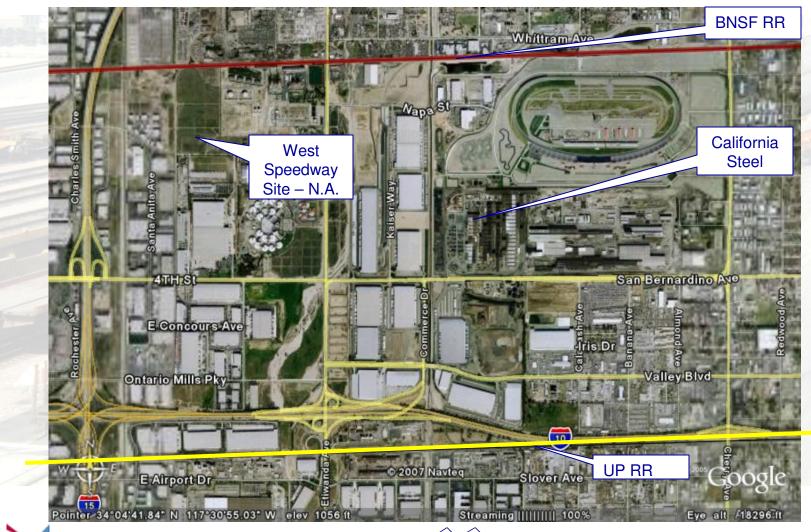


Example: Ontario Airport Area





Example: Kaiser Industrial Area



Rail Shuttle Requirements

- Improvements in port-area rail network to facilitate PHL train assembly.
- Selected public-private capital investments to maintain network capacity, e.g. additional trackage, longer sidings, signaling, etc.
- Joint planning to schedule shuttles in available operating windows.
- Negotiated limits on number and length of daily trains.
- Negotiated operating subsidy.
- Agreed timeline and criteria for success.

Key: Win-Win for public agency and rail shareholders





Port-Area Rail Upgrades

- Port-area rail infrastructure is already strained by intermodal growth.
- Improvements planned by ports are needed to keep up.
- PHL could assemble a Los Angeles shuttle train, but a Long Beach train would be impractical at present.



Metrolink Capital Investment Scenarios

- To support existing and future operations, Metrolink invests in rail capacity as well as its own equipment.
- Capital investment scenarios through 2030 top \$4 billion.



Source: Metrolink Strategic Assessment, January 2007

SCAG Inland Port Feasibility Study



Tough Issues

Timing – Is there a window of time for a successful inland port/rail shuttle project?

- Inland Empire sites are disappearing.
- Other sites require development time.
- Port and mainline rail capacity is filling up.

Priorities – Where do inland ports and rail shuttles fit in regional plans?

- The regional has multiple congestion and emissions strategies and limited resources.
- Long-haul intermodal, domestic carload, and passenger traffic all compete for rail capacity.



Next Steps

- Complete detailed cost analysis
- Work with UP, BNSF, and PHL railroads to outline potential operations and terms.
- Contact potential customers to gauge interest.





REPORT

DATE: July 18, 2007

TO: Goods Movement Task Force

FROM: Mike Jones, SCAG Staff, (213) 236-1978, jonesm@scag.ca.gov

SUBJECT: Emissions Reductions Strategies

BACKGROUND:

Working with our County Transportation Commissions and the Air Quality Management District (AQMD), SCAG is currently evaluating various emissions reductions scenarios related to freight rail in order to help support PM2.5 and ozone attainment and maintenance strategies.

Staff is currently evaluating a number of alternative scenarios including a packaging or projects: a phased implementation of rail electrification; upgrades to lower emission diesel locomotives; as well as mainline rail expansion and grade separations.

Staff is analyzing issues such as the feasibility of implementation within an accelerated timeframe (by the year 2014), capital costs, project financing options/opportunities and emissions reductions. These evaluations will then be considered for potential inclusion in the 2007 Air Quality Management Plan (AQMP) and State Implementation Plan (SIP) for the South Coast Air Basin.

Staff will provide a brief presentation outlining some of these preliminary strategies.



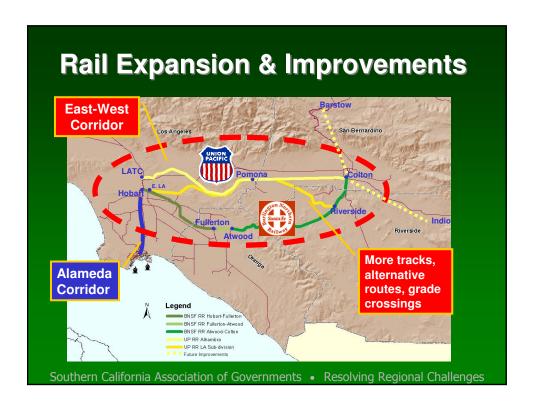
A Proposed Freight Rail Emission Reduction Strategy To Meet 2014 Air Quality Standards for PM2.5

July 12, 2007

Two Pronged Approach

- Rail Expansion/Grade Separations + Electrification
- Rail Expansion/Grade Separations + Engine Upgrades to Tier 4

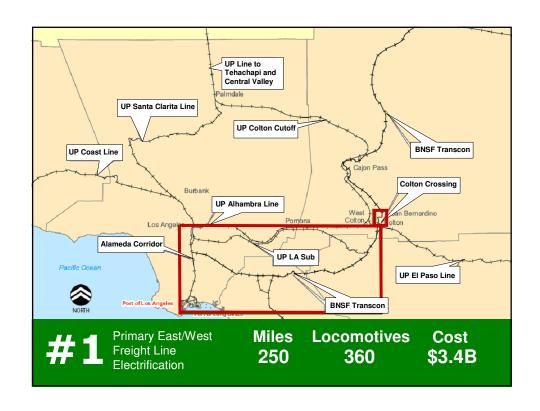
Investment Package							
Congestion Reduction	\$ Billions						
 Rail Capacity Additions 	\$ 2.29						
 Grade Separations 	\$ 2.29 \$ 2.17 } \$ 4.46						
Alternative Power*	1						
 Phase I Electrification 	\$ 3.40						
 Phase II Electrification 	\$ 2.50 \} \$ 6.43						
Phase III Electrification	\$ 0.53						
Cleaner Engines*							
 Acceleration of locomotive upgrade to Tier 4 by railroads and Metrolink 	\$ 2.50 \$ 2.50						
Note:*Preliminary capital cost estimates; operating costs not included.							



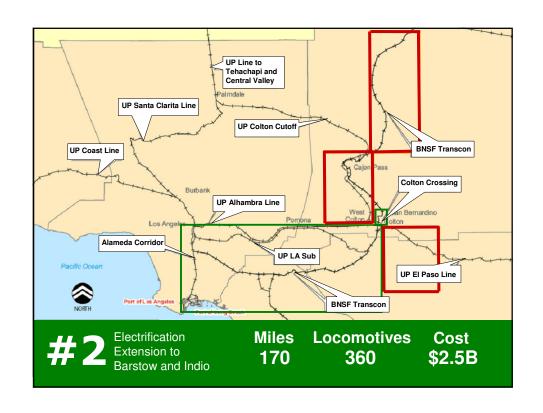
Emission Reductions Rail Capacity & Grade Separations 2014							
ZU14							
<u>Scenario</u>	<u>NOx</u>	<u>PM</u>					
Conservative	11%	11%					
Aggressive	13%	13%					
Mid-point	12%	12%					

Rail Electrification

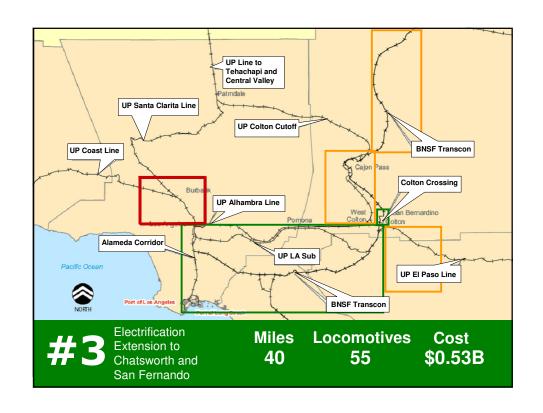
Southern California Association of Governments • Resolving Regional Challenges



Emission Reductions Phase 1 Electrification						
20	2014		20			
<u>NOx</u>	<u>PM</u>	<u>NOx</u>	<u>PM</u>			
52%	53%	54%	55%			



2020	
<u>NOx</u>	<u>PM</u>
81%	81%



	Emission Reductions Phase 1, 2 & 3 Electrification						
20	2014		20				
<u>NOx</u>	<u>PM</u>	<u>NOx</u>	<u>PM</u>				
80%	82%	83%	84%				

Engine Upgrade to Tier 4

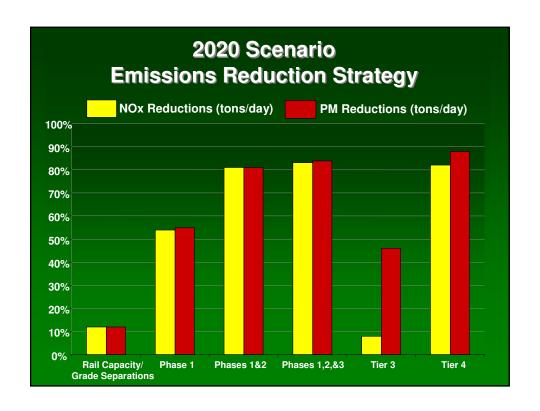
Emission Reductions Accelerated Locomotive Upgrade

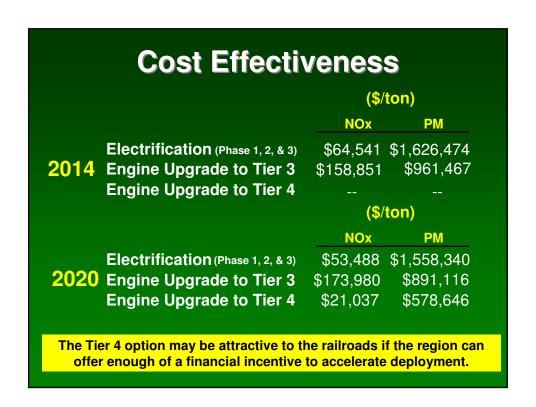
2014 (Tier 3) 2020 (Tier 4)

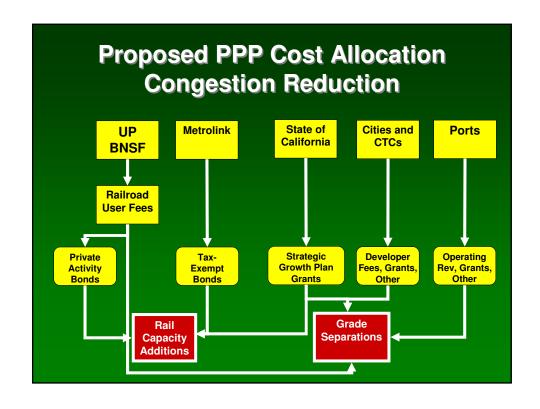
NOx PM NOx PM

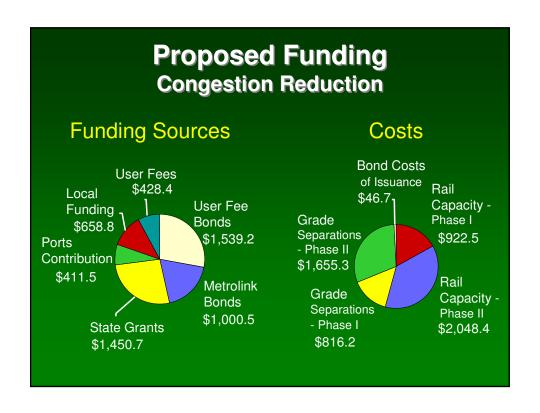
10% 45% 82% 88%

By 2020, 100% Tier 4 Engine Deployment Possible









SB 974 (Lowenthal) Container Fees Phase						
<u>Year</u>	TEU Forecast	_1_	1 & 2	<u>1,2 & 3</u>	Tier 4	
2011	21,660,000	\$14.60	\$25.53	\$27.85	\$8.80	
2020	36,200,000	\$9.87	\$17.26	\$18.82	\$7.41	
2025	39,350,000	\$9.54	\$16.69	\$18.20	\$7.16	
2030	42,500,000	\$9.28	\$16.24	\$17.71	\$6.97	
2040	42,500,000	\$10.25	\$17.94	\$19.56	\$0.00	

REPORT

DATE: July 18, 2007

TO: Goods Movement Task Force

FROM: Mike Jones, SCAG Staff, (213) 236-1978, jonesm@scag.ca.gov

SUBJECT: Environmental Mitigation Plan for Goods Movement

BACKGROUND:

In May 2006, SCAG retained ICF Consulting to perform the Environmental Mitigation Plan for Goods Movement study. The study was undertaken to help in the development of a comprehensive plan to mitigate the air quality impacts of goods movement in the region. The objective of the study is to create an action plan that identifies the costs, benefits, and implementation schedule for emission reduction measures for the SCAG region as well as estimate the net effect of goods movement on air quality.

Mr. Jeff Ang-Olson of ICF Consulting will provide an update on the progress and public outreach efforts for the Environmental Mitigation Plan for Goods Movement Study.





Environmental Mitigation Plan for Goods Movement in Southern California

SCAG Goods Movement Task Force July 18, 2007



Project Objectives

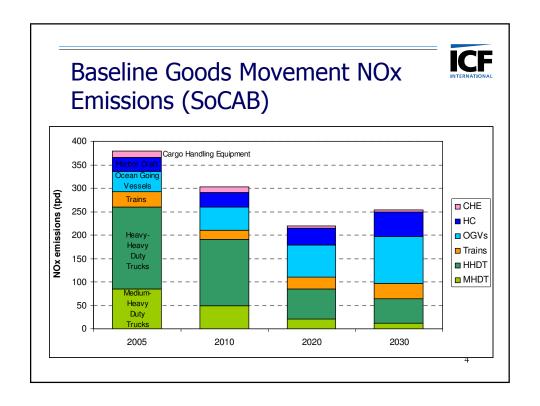
- Identify potential emission reduction strategies for goods movement
- Estimate emission reductions, costs, and costeffectiveness of each strategy
- Assess feasibility, timeline, barriers to implementation, and acceptability to stakeholders
- Prioritize strategies and quantify what could be accomplished with given investment
- Support achievement of NAAQS; provide input to AQMP, SIP, and SCAG RTP updates

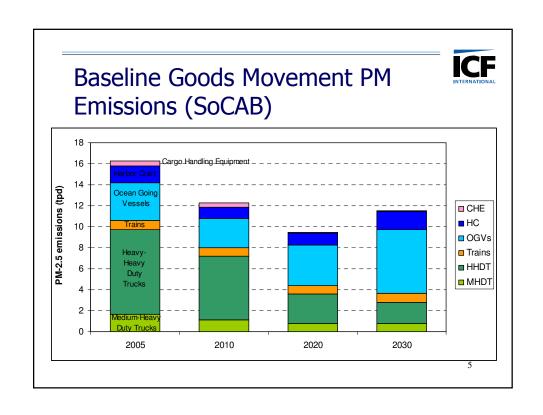
25

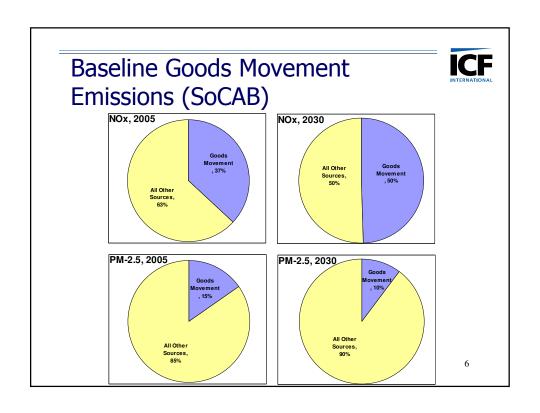


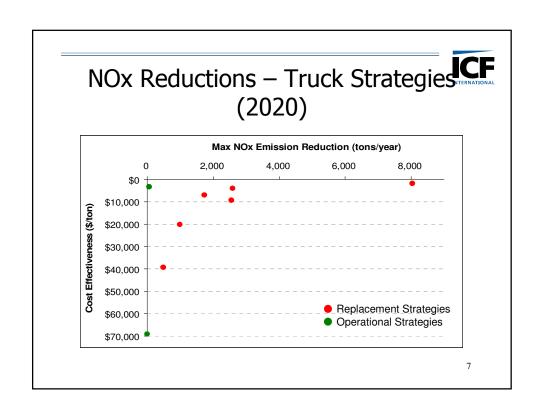
Project Tasks

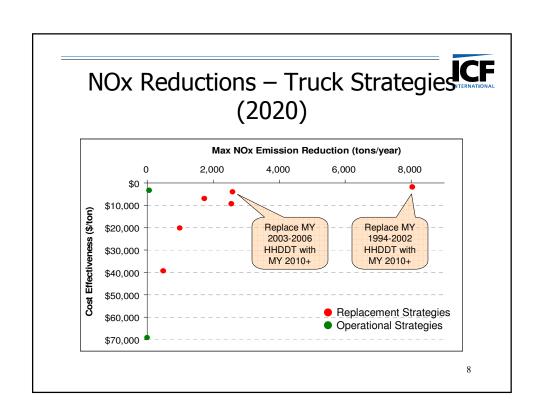
- Literature Review
- Analysis of Strategies
- Outreach
- Develop Action Plan

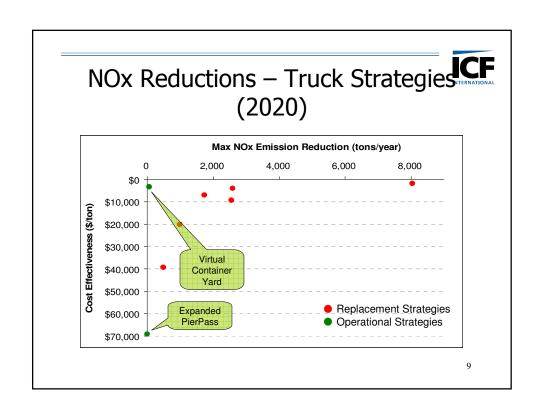


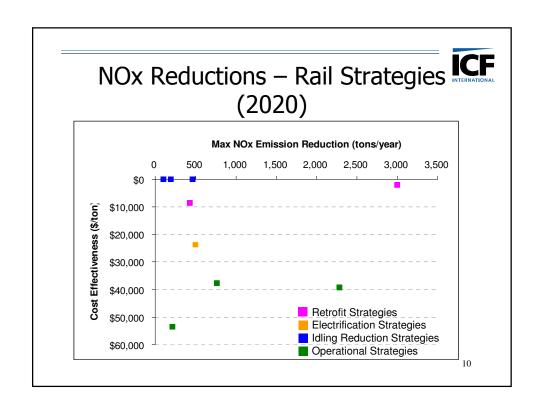


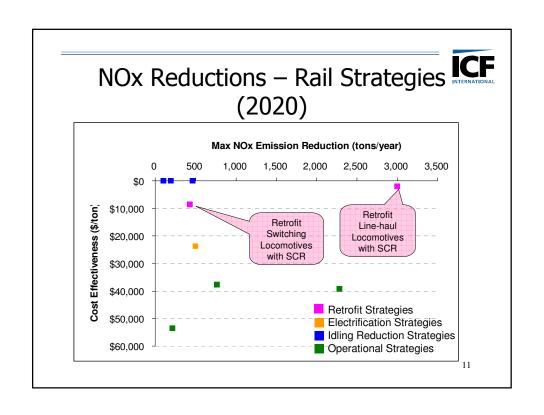


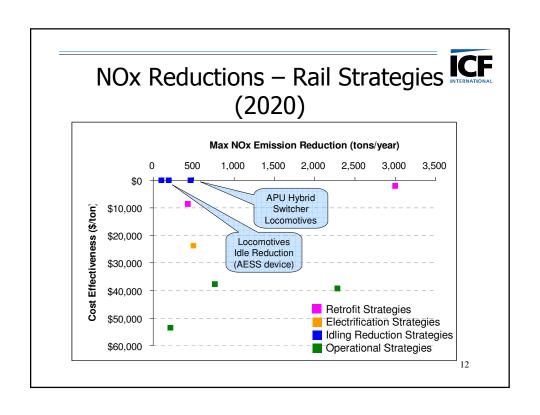


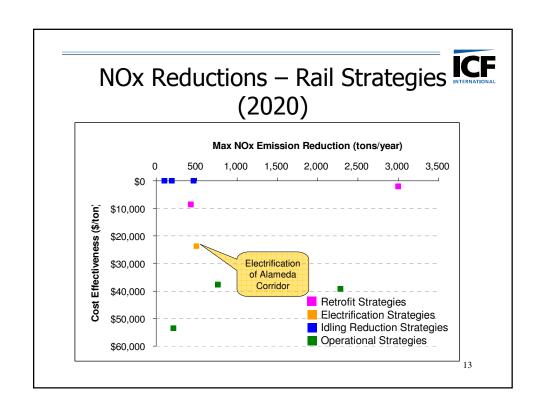


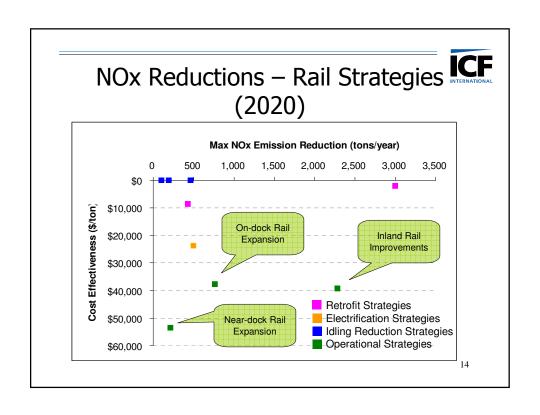


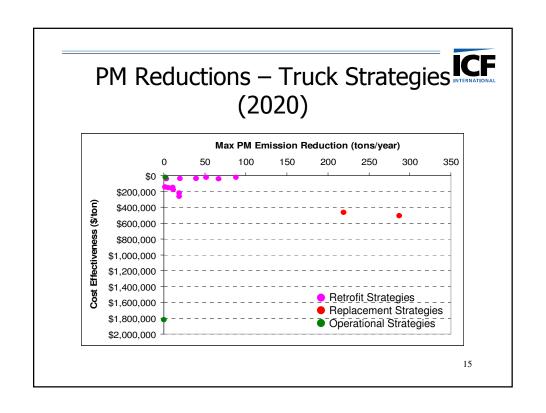


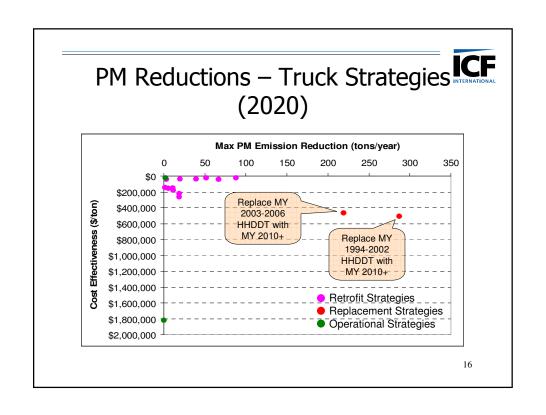


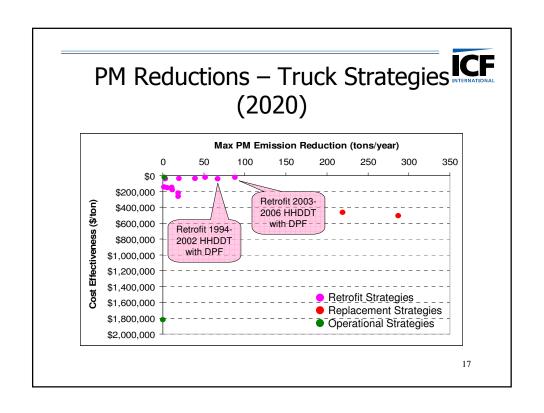


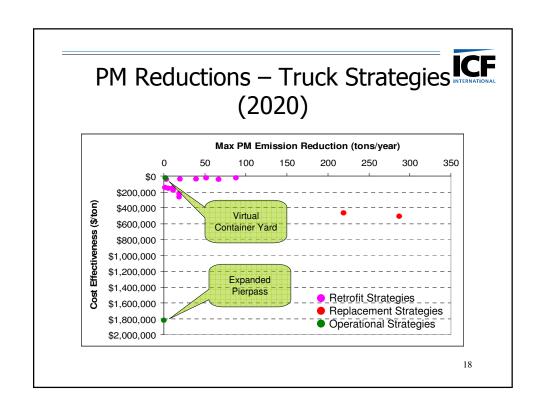


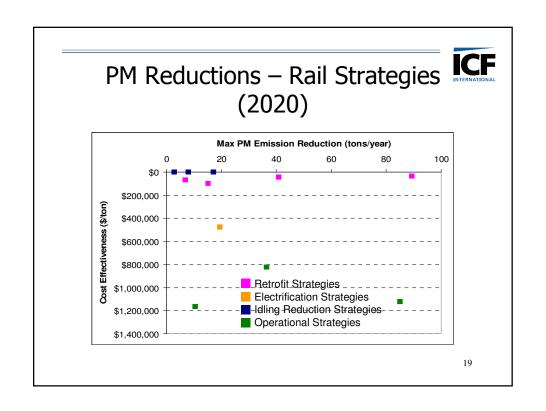


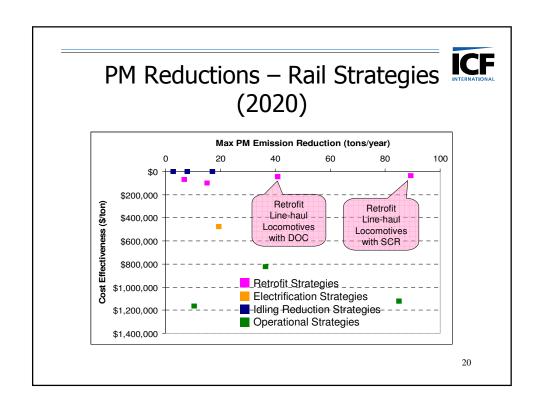


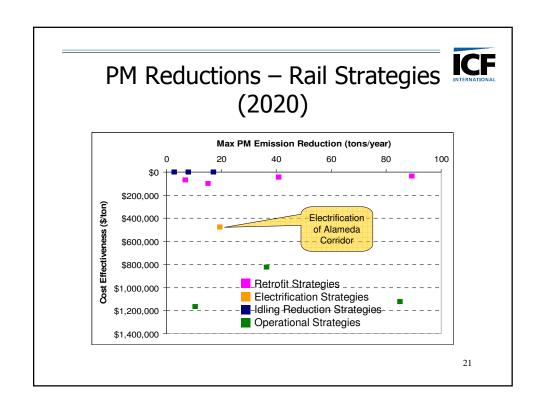


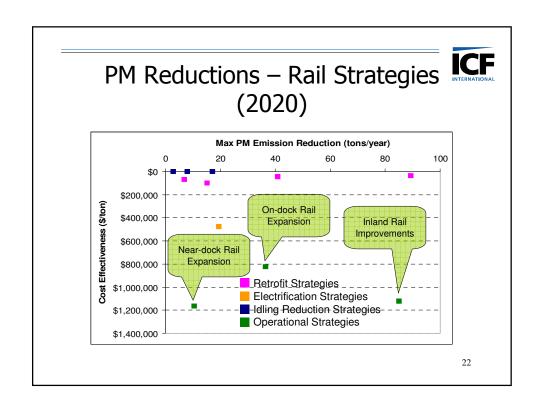


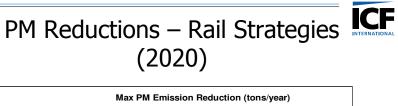


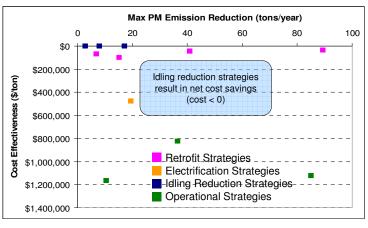












23

Outreach Workshops



- SCAG Office May 15, 2007
 - 12 attendees
- SANBAG Office May 17, 2007
 - 8 attendees
- Wilmington June 4, 2007
 - 16 attendees

Outreach Workshops - Feedback



- Desire for more detail on quantification
 - Assumptions behind each strategy
 - What is included in cost estimates
- Interest in localized impacts, health impacts
 - Regional emission reductions vs. localized increases
 - Effects on disadvantaged communities

Outreach Workshops – Feedback cont.



- Suggestions for additional strategies trucks
 - Port truck idling reduction
 - Hybrid-electric trucks
 - Natural gas trucks
 - Electric trucks
 - Truck-only toll roads
- Suggestions for additional strategies rail
 - Regenerative braking locomotives
 - Full rail system electrification
 - Advanced Loco Emission Control System (ALECS)

26



Next Steps

- Conduct Analysis of Additional Strategies
 - Identified in outreach workshops
 - Identified by SCAG
- Develop Action Plan
 - Identify top priorities for 2020
 - Determine total feasible emission reduction and cost
 - Examine key implementation barriers

27